



Item 9.1(a)

Full Council – 14 September 2026

Amendment submitted by the Green Group to the Labour Group Motion

Proposed amendment – To delete the wording indicated add the wording underlined in red:

All Aboard the West London Orbital

This Council notes:

- The West London Orbital (WLO) would bring under-used freight railway into passenger use as part of the London Overground, with an 18.5km route spanning Hounslow, Ealing, Brent and Barnet.
- New stations at Harlesden and Neasden, with up to six trains per hour, would give Brent residents direct connections to Old Oak Common, Brent Cross and West London's Golden Mile Tech District. ~~Journey times would be transformed, with Harlesden to Brent Cross West falling from 39 to 13 minutes and Neasden to Old Oak Common from 44 to 11 minutes.~~
- The WLO is projected to support more than 15,000 new homes, 11,500 new jobs and nearly £500 million in wider economic benefits. In Brent alone, it could support around 4,100 homes and widen access to jobs.
- More than 1.3 million car kilometres a year could be removed from Brent's roads through a shift to WLO services.
- Brent Council has already committed £616,655 towards a feasibility study for the West London Orbital project in conjunction with other boroughs.

This Council believes:

- The new Government's focus on transport, housing and growth provides an opportunity for Brent to renew its efforts to secure support for the WLO.
- London must remain central to the national conversation on transport and growth. West London alone is a nearly £70 billion economy, while Brent residents paid £1.58 billion in income tax in 2023/24 – as much as Glasgow and more than Manchester. Investment in London also supports skilled jobs and supply chains across the UK, ~~including rail manufacturing at Alstom's factory in Derby.~~

Investment that unlocks further growth in London is of benefit to the whole country.

- Brent is not immune from the challenges facing communities elsewhere in the country. Brent contains some of the most deprived communities nationally, including along the proposed WLO route. ~~37% of the travel-time savings for journeys originating in Brent would accrue in areas among the 20% most deprived nationally.~~
- By connecting with the Elizabeth line and HS2 at Old Oak Common, the WLO would help maximise the benefits of national rail investment while improving access to employment, education and opportunity across London.

This Council therefore resolves:

- (1) To reaffirm its strong support for the West London Orbital and renew its engagement with the Government to ensure Brent's ~~and London's~~ voice is heard in decisions on future transport investment, including advocating for a firm investment commitment from DfT and other relevant partners before more local authority finance is committed.
- (2) To write to the Secretary of State for Transport and the Chancellor of the Exchequer, ~~setting out the economic, social and national case for the WLO and~~ calling on Government to work with the Mayor of London, TfL and West London boroughs towards a credible funding pathway for delivery that recognises the financial position of local authorities like Brent.
- (3) To continue working with the Mayor of London, TfL, the West London Alliance and neighbouring boroughs to progress the WLO and maximise its benefits for Brent residents.
- (4) To work with TfL and other partners to safeguard land and protect future options for additional WLO stations in Brent, particularly where public transport accessibility is currently limited.
- (5) To support and promote the forthcoming public consultation, encouraging residents, businesses and community organisations to help shape the proposals.

Councillor Suzanne Gallagher
Kilburn Ward